



THE TROLLEY PARK NEWS



March 1978

Oregon Electric Railway Historical Society Bulletin

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Ex Melbourne & Metropolitan Tramways Board No. 518 arrives at Portland Terminal 2 on February 23, 1978. Before being transferred to Seattle the tram will be overhauled in Glenwood. (Oregonian photograph)

First Australian Tram at Trolley Park

Not much is now being done on the Society's cars, but all is not idle. Though the chill winds of an Oregon winter whip around the car barn and shops, work is beginning on the newly-arrived Australian tram for Gales Creek Enterprises that will be refurbished in Glenwood before going to Seattle to become part of a planned tourist railway along Alaska Way.

The vehicle is now being tested over the OERHS line, and corrections are being made to various problems that

occurred during shipment from Australia. All wheel and electrical apparatus as well as wooden body components will be thoroughly checked. At present, some short-circuited wiring is being replaced.

If you want to see this car you had best hurry, since it will be officially presented to Seattle on March the 17th and sent north soon afterwards. This will be the only opportunity for some time since Seattle operation is not expected until June 1979 at the earliest. Of course, you may wish to wait and see one of the other three trams scheduled for overhaul at the Trolley Park prior to delivery to Seattle. 🚃

ARM Convention Report

At last we have space to comment on the annual Association of Railway Museums convention, which was held in Denver September 16-19. George Hickok represented the Society at this meeting thanks to a donation from Paul Class which covered half of his plane fare. It was felt that this gathering should not be missed, since it is a valuable "meeting of minds" of officers from many railway museums.

George attended seminars on such timely topics as insurance (costs are soaring); federal safety regulations (museums were advised to prepare for possible federal inspection and regulation in the case of a serious accident by preparing a rule book and safety standards); fire safety; and brake maintenance (ARM is planning to reprint classic information on Westinghouse air brakes now being compiled by Dave Garcia).

The Trolley Park News is published monthly by the OERHS and is available through membership. Send requests for information, or items for publication, to Richard Thompson, Editor, 1836 N. Emerson, Portland, OR 97217.

Ralph Jackson gave a presentation on the Urban Mass Transportation Association (UMTA) and Ed Haley and Richard Kinding gave a show on "The Streetcars of Colorado," which was illustrated with historical photographs. Tours were also available to the Colorado Railway Museum, and to the Department of Transportation's Pueblo Test Track, where Washington D.C. Metro's new cars and the new Amtrak bi-level cars were examined. 🚃

Annual Banquet Report

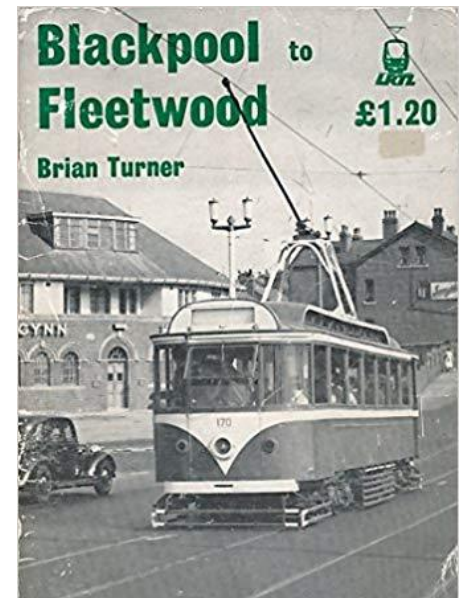
All were had by a good time at this year's annual banquet, held at the Mallory Hotel in downtown Portland on February 18th. General business was dealt with very efficiently so that the evening's entertainment could begin as soon as possible.

The resulting slate of officers is a repeat of last year: Walt Mason is President; Tom Johnson is Vice Pres. Pro-Tem (pending his acceptance of the nomination, since he was not present); George Wilcox Treasurer (also not present, but approval was given by telephone prior to the banquet); Roy Bonn Recording Secretary and Dick Thompson Corresponding Secretary.

This year's entertainment included Don Burkhart's 8mm films of Portland streetcars taken during 1940-1948. Both city lines and interurban lines were covered. This was followed by brand new super 8mm footage and slides shot by Paul Class during his recent trip to Australia. Tram systems in Melbourne, Sydney, and Bendigo were seen. At the end of the evening those stalwarts still present were treated to a "Guess What System" slide quiz featuring trolleys from all over the U.S. Slides used for this came from the growing O.E.R.H.S. archive. 🚃



Those attending the annual OERHS banquet were treated to an evening of traction films, including some taken in Portland during the last decade of streetcar operation.

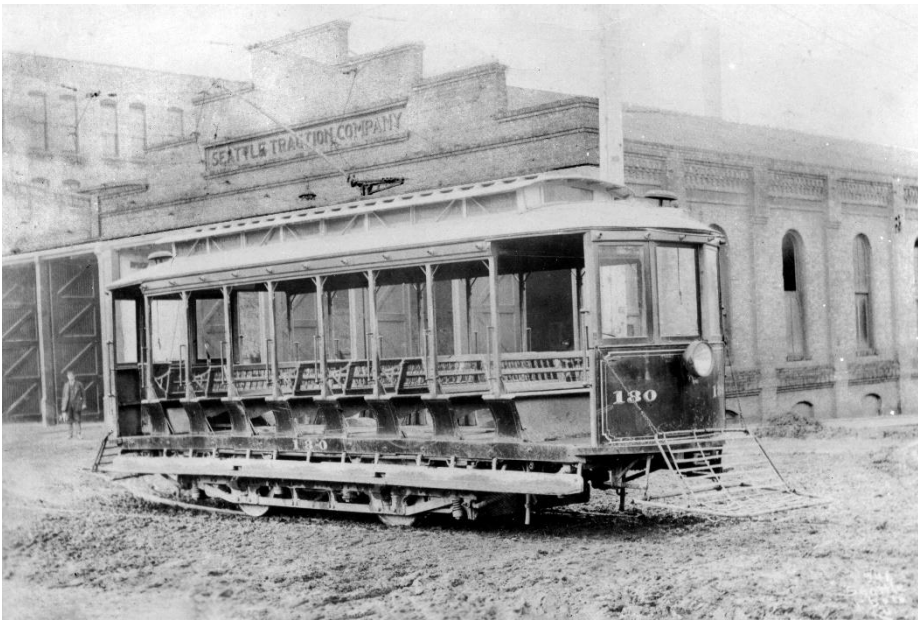


Book Review

The December issue of *Traction & Models Magazine* featured notice about a new publication that should be of interest to members who count Blackpool tram No. 48 among their favorites. The book, "Blackpool to Fleetwood," is a 100-page history of Britain's last tram line. Author Brian Turner has included the maps, photos, and plans that we buffs like to see. If you are interested, ask your local book dealer to order it, or write to: The Light Railway Transport League, Publications Officer, 13A The Precinct, Broxbourne, Herts. EN 10 7 H Y, England. \$3.00 should cover the costs. 🚃

MEETING ANNOUNCEMENT

This month's business meeting will be held at President Walt Mason's house, 11905 SW Belvidere, Beaverton, on Monday the 13th of March. Time is 7 o' clock.



One of the first Seattle trolleys is seen in front of the former Seattle Traction Co. Pine Street car barn. No. 180 was built in 1890 by Northern Car Co. for the West Street & North End Electric Railway. By the time this picture was taken about 1904 the car was about to be renumbered 250 for the Seattle Electric Co. (George Chope Collection)

Seattle Without Trolleys

By the time this bulletin goes to press the city of Seattle will be without a form of electric mass transit for the first time in this century! This, according to a report in *Headlights*, the official bulletin of the Electric Railroader's Association, which noted that fans would soon be missing the familiar trolley buses.

Seattle has a long street railway history. Horse-drawn streetcars began running down Second Avenue in 1884. In 1889 the city's hilly terrain saw the advent of a cablecar system in what is now Pioneer Square. That same year electric streetcars joined the fray, just months after the first successful trolley system was launched in Richmond, Virginia.

The rise of the automobile eventually saw the demise of Seattle streetcars, just as it would it

Portland. The last trolley rolled through Seattle streets on April 13, 1941.

However, another type of trolley was then ascendent. In 1939 the struggling



In 1937, with the aging streetcar fleet showing the effect of years of deferred maintenance, the city brought in a Twin Coach trolley bus to demonstrate the kind of vehicle they hoped to replace the streetcars with if a bond measure passed. (Seattle Municipal Archives)

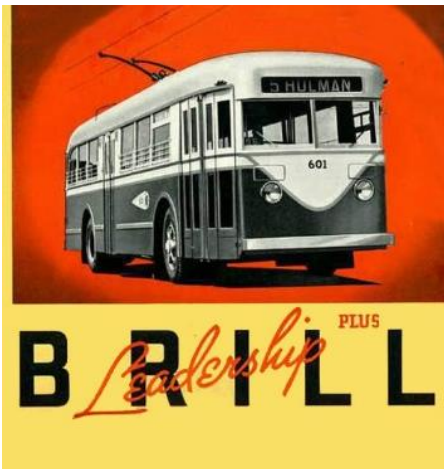
Seattle Transit System (STS) received a \$11.6 million loan from the Reconstruction Finance Corporation, which enabled it to order 235 new electric trolley coaches. Twin Coach-Westinghouse provided 135 buses and Brill-GE 100. Trolley coach service began on April 28, 1940. By World War II, when the Office of Defence Transportation diverted 30 new Pullman trolley coaches to Seattle, the number of trolley buses had grown to 307. After the war the electric bus system steadily declined, however. By the 1960s only 59 coaches remained.

Things changed in 1973 when transit operation in Seattle and the surrounding metropolitan area merged into the public Seattle Metro system. Old trolley buses were refurbished and plans made for new orders. Among these was No. 633, which the OERHS returned to Metro in December, 1973 (it had been donated to us in 1965).

Take heart, the current shutdown of electric coach service will only last

for about a year, during which time Seattle Metro will completely overhaul its aging electrical facilities. New wire will be put up, and substations will be updated to solid state distribution systems. All of this is in preparation for the new fleet of 119 trolley coaches that has been ordered from A.M. General.

The old trolley buses will be retained as backup. In addition to rebuilding the ten remaining electric coach lines, six that had been converted to diesel bus operation are going to be restored to electric running. 🚃



Two new trolley coaches glide past one of the doomed Seattle streetcars during the summer of 1940. (William D. Volkmer Collection)



An ACF Brill trolley bus boards downtown Seattle passengers in 1953.



Seattle's first Twin Coach trolleys, numbers 800-934, arrived in 1940. They were powered by a 125 hp Westinghouse motor giving a speed of 40 mph. (Westinghouse photo)

OPERATING CREW SIGN-UP SHEET 1978

It is again time to start planning for days as a volunteer motorman or motorwoman at the the Trolley Park. Please donate as much time as you can to this effort; we want to insure another great season on the Glenwood Electric Railway. Please take a moment to:

- 1) Circle which of the training sessions you will attend.
- 2) Circle the dates you can come out to operate streetcars.
- 3) Then, send in this sheet with your name and address to:

PAUL CLASS
THE TROLLEY PARK
P.O. BOX 1318
GLENWOOD, OREGON 97120

- 4) Or, call Paul directly at (503) 357-3574

I will attend the following training sessions (one day is required):

May 13, 14, 20, or 21

I will come out to operate equipment for the public on these days (circle):

Please Note - The Trolley Park operates each weekend (week days are also available by pre-arranged charter) from 12:00 noon until about 5:00 depending on the weather, light, and number of passengers. Crews should arrive one-half hour early. Please wear the new blue uniform caps and suitable dark-colored jackets and pants (vests too if you have one). Remember, the desire is to look official and "in period" (early 1900's).

	Saturday	Sunday		Saturday	Sunday
May	27	29	August	05	06
June	03	04		12	13
	10	11		19	20
	17	18		26	27
	24	25	September	02	03
July	01	02		09	10
	08	9		16	17
	15	16		23	24
	22	23			
	29	30			

NAME _____

ADDRESS _____

CITY _____ STATE/COUNTRY _____ ZIP _____

Type of crew (check one):

- ☐ 1-person crew ☐ 2-person crew ☐ Entire family